

# **COMPLETE AND GREEN STREETS POLICY**

**NOACA Policy Committee  
July 12, 2019**



# **ACTION REQUESTED**

**Review and discuss a draft proposed Complete and Green Streets Policy.**

## **PREVIOUS ACTION**

**Presented to Policy Committee, all the Subcommittees as well as their Advisory Councils for discussion and input.**

# Complete Streets: **BACKGROUND**

Rural



Urban



Suburban

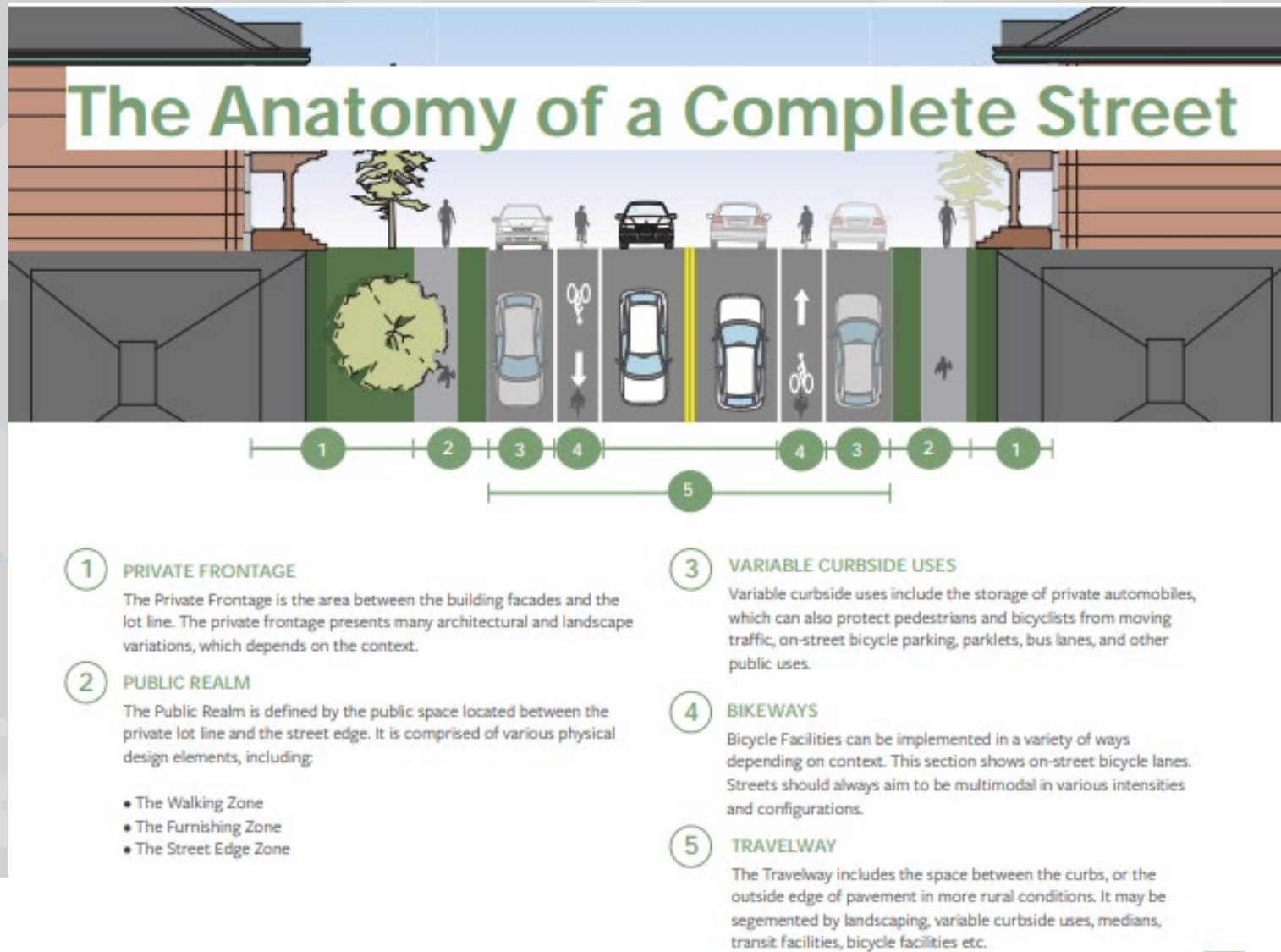


Urban





# BACKGROUND



# BACKGROUND

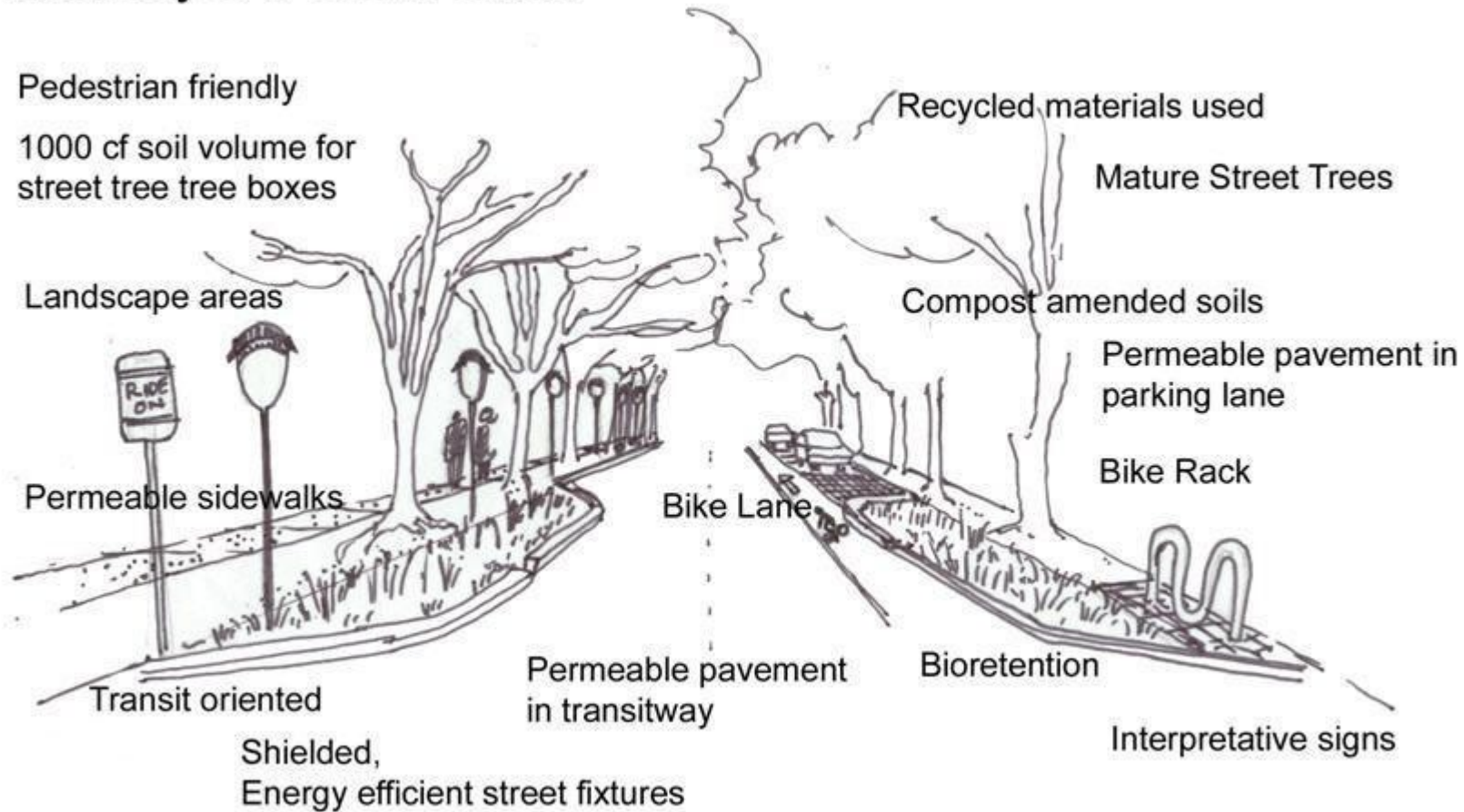
## Green Streets:

Green Streets reflect the transportation policy and design approach that minimizes environmental impact by focusing on efforts to retain, treat and eliminate runoff at the source using green infrastructure applications. Green infrastructure helps replicate natural hydrologic functions like storage, detention, infiltration, filtration, evaporation, transpiration, and uptake by plants, and can improve water quality and reduce runoff volumes. These natural functions are often lost in transportation projects where impervious road surfaces prevent rain water from soaking into the ground.



# BACKGROUND

## Anatomy of a Green Street



Source: USEPA



# BACKGROUND

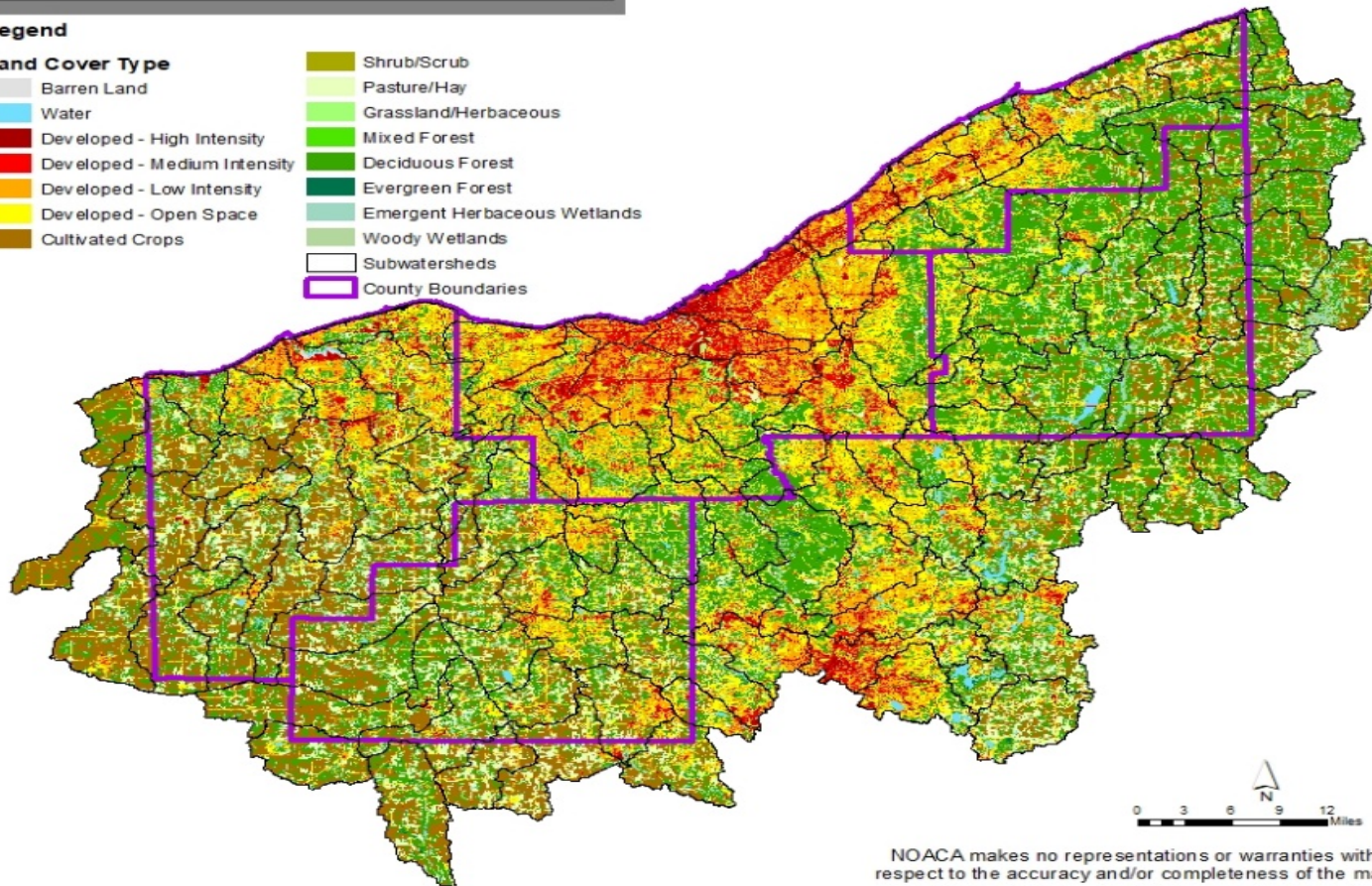


## NATIONAL LAND COVER DATA (2011)

### Legend

#### Land Cover Type

- Barren Land
- Water
- Developed - High Intensity
- Developed - Medium Intensity
- Developed - Low Intensity
- Developed - Open Space
- Cultivated Crops
- Shrub/Scrub
- Pasture/Hay
- Grassland/Herbaceous
- Mixed Forest
- Deciduous Forest
- Evergreen Forest
- Emergent Herbaceous Wetlands
- Woody Wetlands
- Subwatersheds
- County Boundaries



NOACA makes no representations or warranties with respect to the accuracy and/or completeness of the map.

## Impervious Surface

COUNTY	% IMPERVIOUS
Cuyahoga	38.3%
Geauga	5.5%
Lake	19.8%
Lorain	11.5%
Medina	8.0%



# BACKGROUND

## Local Examples of Complete and Green Streets Policies

- City of Cleveland
- City of Cleveland Heights
- Cuyahoga County
- NEORSD
- City of Oberlin



### Green Infrastructure Policy

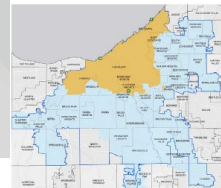
The Northeast Ohio Regional Sewer District recognizes that Green Infrastructure plays an important role in stormwater management, water quality, and improving the quality of life in the communities we serve.

We design, fund, build, and maintain Green Infrastructure projects that promote smart stormwater solutions. We developed and are implementing a policy to pursue opportunities across our service area and advocate for strategic, cost-effective Green Infrastructure that protects, preserves, enhances, and restores the natural hydrologic function of our region's watersheds.

In addition, we are seeking to maximize co-benefits provided by Green Infrastructure, including opportunities to expand urban natural areas, enhance air quality, and improve quality of life in Northeast Ohio.

We define Green Infrastructure as:

stormwater source control measures that store, filter, infiltrate, harvest, and reuse or evapo-transpire stormwater to increase resiliency of infrastructure by reducing stress on wet-weather drainage and collection systems, which increase co-benefits in support of healthy environments and strong communities.

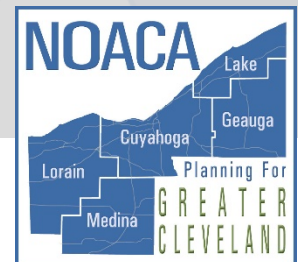


The Sewer District services 62 communities and more than one million people in a 350-square-mile tributary area.

**118,600,000**  
Total gallons of stormwater managed by Sewer District-implemented GI projects

**16,361,797**  
Projected gallons per year of stormwater controlled through Sewer District-funded GI projects

**\$118,560,417**  
Total dollars spent on Sewer District-implemented or -funded GI projects:  
\$4,000,000 (GI Greenways) + \$10,000,000 (GI Greenways II) + \$10,000,000 (GI Greenways III) + \$94,560,417 (GI Greenways IV)

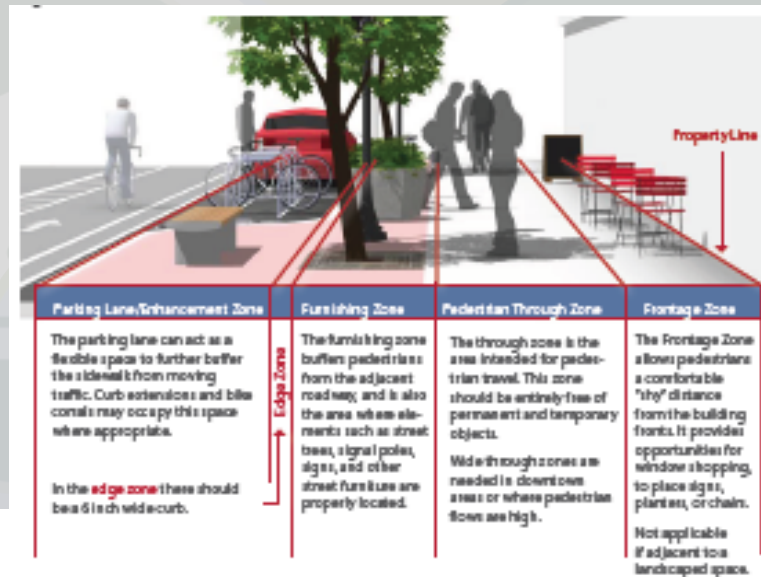




# BACKGROUND

## City of Cleveland

- **Ordinance 789-11**
  - To provide for the consideration of Complete and Green Street elements in all construction projects within the public right of way
- **Typologies Plan 2013**
  - To provide a framework and guide for Cleveland to use in its efforts towards developing a network of Complete and Green Streets throughout the City



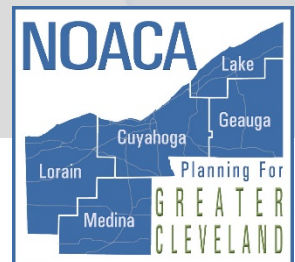
# BACKGROUND

## City of Cleveland Heights

- **Resolution No. 37-2018**
  - Complete and Green Streets are roadways designed and operated to safely and comfortably accommodate users of all ages and abilities, including cyclists, pedestrians, transit riders, elderly, delivery and service personnel, and emergency responders; and to reduce, accommodate and slow stormwater runoff as part of a comprehensive stormwater management system.



Highest ranked 2018 complete street policy by Smart Growth America and National Complete Streets Coalition!

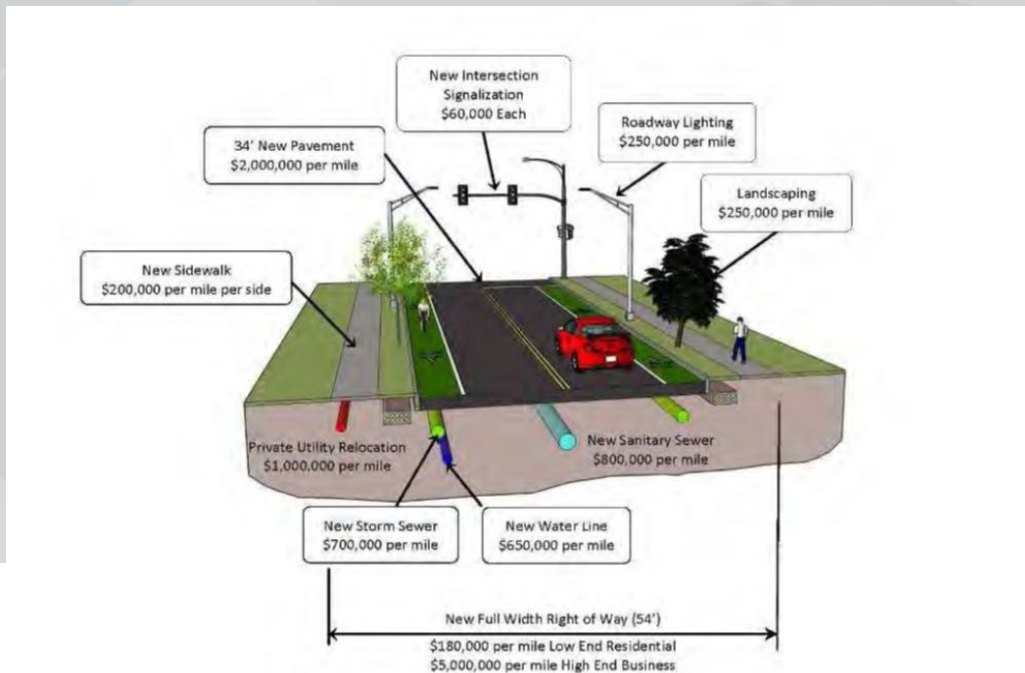




# BACKGROUND

## Cuyahoga County:

- **Complete Streets Toolkit**
  - The Toolkit is intended as a “how to” manual for engineers, planners, and local elected officials



# BACKGROUND

## City of Oberlin

- **Resolution No.: R15-04 CMS**
  - Streets and rights of way will be designed, constructed and operated to safely accommodate users of all ages and abilities including pedestrians, cyclists, motorists, emergency service and transit vehicles
- **Includes a Complete Streets Checklist for infrastructure projects**





# BACKGROUND

## NEORSD:

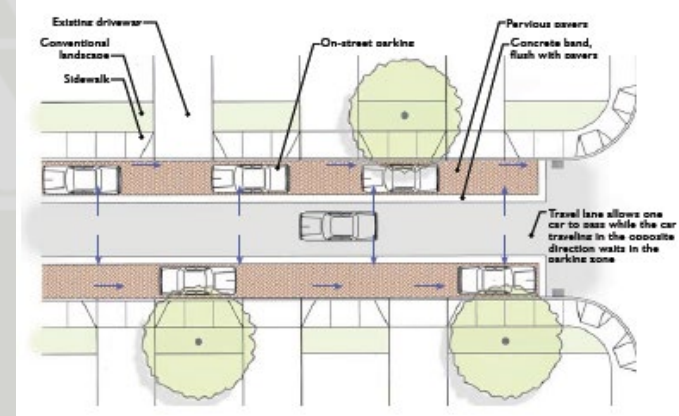
### **Northeast Ohio Regional Sewer District Green Infrastructure Policy**

*We actively pursue opportunities across our program areas to advocate for strategic and cost-effective implementation and maintenance of green infrastructure technologies and innovations that protect, preserve, enhance and restore the natural hydrologic function of our region's watersheds. In addition, we seek to maximize the co-benefits provided by green infrastructure projects including opportunities to expand urban natural areas, enhance air quality, and improve quality of life in Northeast Ohio.*

# BACKGROUND

## Benefits of Complete and Green Streets

- Increase Safety
- Improve Health
- Improve Air Quality
- Improve Water Quality
- Economic Revitalization
- Lower Transportation Costs
- Create livable Communities
- Create Equity
- Reduce Traffic Congestion

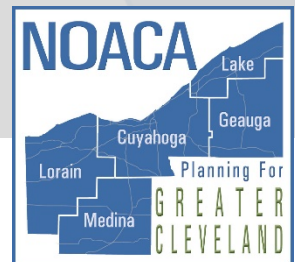




# BACKGROUND

## Why Develop a Stand Alone Complete and Green Streets Policy

- To change practice, integrating the needs of all road users into everyday transportation planning and design practices
- To create a complete network of streets that serve all users
- To ensure every transportation project becomes an opportunity to help create a complete and green street
- To implement NOACA's Regional Strategic Plan



# BACKGROUND

**Complete and Green Streets are not**

- **A design prescription**
- **A mandate for immediate retrofit**





# BACKGROUND

## Draft Complete and Green Streets Policy

- All projects requesting inclusion to the LRTP and/or TIP will be reviewed against this policy for opportunities to expand complete and green streets in the NOACA region.
- All projects requesting NOACA administered funds shall be required to adhere to this policy and are therefore eligible for NOACA funding participation to implement complete and green street recommendations.



# BACKGROUND

## Goals of the Draft Complete and Green Streets Policy

- Create a comprehensive, integrated, and connected transportation network that supports sustainable development and provides livable communities.
- Ensure safety, ease of use, and ease of transfer between modes for all users of the transportation system.
- Restore the natural hydrologic function of the region's watersheds.
- Provide flexibility for different types of streets, areas, and users.





# BACKGROUND

## Requirements

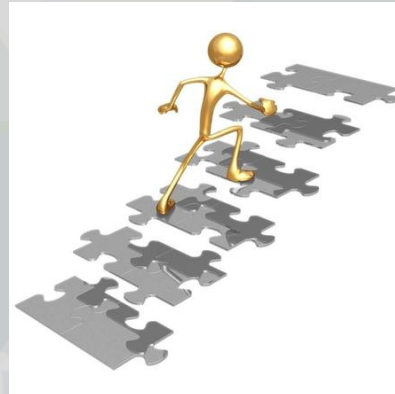
- Consider all users
- Follow accepted design standards
- Prioritize safety
- Consider green infrastructure during project scoping

## Exceptions

- Project on low ADT road
- Bicyclists and pedestrians prohibited
- Extreme topographic constraints

# NEXT STEPS

**Committee input will be used to further develop the Complete and Green Streets Policy. The updated policy will be brought back to the Committee at its October 2019 meeting.**





NOACA will **STRENGTHEN** regional cohesion, **PRESERVE** existing infrastructure, and **BUILD** a sustainable multimodal transportation system to **SUPPORT** economic development and **ENHANCE** quality of life in Northeast Ohio.

